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INFORMATION REPORT

USSR

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Port of Nakhodka

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THIS IS UNEVALUATED INFORMATION FOR THE RESEARCH
USE OF TRAINED INTELLIGENCE ANALYSTS

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1. The town of Nakhodka lies 150 kilometers east of Vladivostok. The population, which consists partly of Tatars, is augmented by the transfer of persons from other areas under contracts ranging from five to ten years. The construction of a naval port at Nakhodka was begun in 1946. It is claimed that this harbor will be safer than the one at Vladivostok, and better in many respects. A number of ships from Vladivostok were already anchoring at Nakhodka during 1946.
2. Chief of the (then) NKVD at Nakhodka until 1 August 1946 was one Ostrovsky; his deputy was named Ivan Ivanov. Both were sent under guard to Moscow after an act of sabotage was perpetrated at Nakhodka with the following results: The commandant of the Nakhodka labor camps was killed by an explosion aboard the SS Dalatrot at the end of July 1946. [redacted] 50X1-HUM
[redacted]
[redacted] A week later, however, on 4 August 1946, the military warehouse [redacted] which contained explosives, also blew up, killing five or six guards and breaking all the windows in the port. An electric wire connecting the warehouse with the NKVD building [redacted] was discovered, 50X1-HUM with a branch line leading to the oil dump [redacted] further to the west. [redacted] Minister of Internal Affairs Beria inspected the scene of the explosion some time later. 50X1-HUM
3. Three camps accommodating [redacted] were located at Nakhodka. These prisoners worked on the construction of 50X1-HUM the port and of roads leading from it. A Russian transit camp [redacted] accommodated from 3,000 to 10,000 forced laborers destined for the northern camps. 50X1-HUM
4. There were two sets of barracks in Nakhodka in 1946. More than fifteen large three- or four-storied buildings at Point 8 accommodated motorized units. [redacted] construction of approximately fifteen more two- or three-storied barracks north of the port in the spring of 1946. These barracks were in the hills in back of [redacted] 50X1-HUM

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- 2 -

Nakhodka and could not be seen from the sea or from the town. In November 1946, work got under way on the construction of a road to connect the new barracks with the harbor.

5. The Nakhodka oil depot, protected by a barbed wire fence, consisted of five or six large tanks above ground and some smaller ones underground.
6. Ships were loaded at Nakhodka harbor in three stages: First the ships were loaded from the docks [] then they were moved further out into the bays [] where further freight was taken aboard from barges; final loading was done at places where the depth of the water reached sixteen meters [] Reverse procedure was adopted for unloading. 50X1-HUM
7. A new railway line has been built from Nakhodka to connect with the Vladivostok-Khabarovsk line. [] 50X1-HUM
[] soldiers were still working on several sections of the track and [] several bridges had not yet been completed.
[] The line passed through two tunnels. The journey from the Vladivostok-Khabarovsk line junction lasted forty-eight hours.
8. Two special trains left Nakhodka at intervals to transport released prisoners to European Russia. These were called "recreational trains" [] 50X1-HUM
[] On their return journeys to Nakhodka, these trains carried prisoners destined for the northern camps. The duration of the entire journey varied between thirty and forty-five days.

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